

**WHAT IS CLAIMED IS:**

1. A shift control apparatus of an automatic vehicle transmission comprising:

an input shaft provided with a plurality of drive gears;

5 an output shaft arranged in parallel to said input shaft and provided with a plurality of driven gears engaging with said drive gears so as to form transmission gear trains;

10 an input clutch arranged between an engine and said input shaft and changed into an engaged state for transmitting a power to said input shaft and a disengaged state for interrupting the power;

15 a changing mechanism changing any one of said transmission gear trains into a power transmission state;

20 a steering angle detecting means for detecting a steering angle of a wheel; and

25 an input clutch control means for outputting a disengagement signal to said input clutch in the case that said steering angle is less than an allowable value and inhibiting an output of the disengagement signal in the case that said steering angle is more than the allowable value, at a time of executing a gear-shift operation,

wherein, in the case that said steering angle is more than the allowable value, the gear-shift operation in a state that said input clutch is disengaged is inhibited.

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2. The shift control apparatus of an automatic vehicle transmission according to claim 1, further comprising:

a bypass clutch arranged between said input shaft and

said output shaft and changed into an engaged state for transmitting a power from said input shaft to said output shaft and a disengaged state for interrupting the power at a time of executing the gear-shift operation,

5       wherein said input clutch control means inhibits the gear-shift operation in a state that said input clutch is disengaged, by inhibiting the output of the disengagement signal applied to said input clutch, in the case that there is judged the gear-shift operation in which said steering angle  
10      is more than the allowable value and said bypass clutch is not engaged.

3.       The shift control apparatus of an automatic vehicle transmission according to claim 1, further comprising:

15      a vehicle speed detecting means for detecting a vehicle speed,

          wherein said allowable value is set in correspondence to the vehicle speed.

20      4.       The shift control apparatus of an automatic vehicle transmission according to claim 1, further comprising:

          a rotational speed estimating means for estimating an engine speed at a time of maintaining a transmission speed range,

25      wherein said input clutch control means inhibits the gear-shift operation in a state that said input clutch is disengaged, by inhibiting the output of the disengagement signal applied to said input clutch, in the case that said

steering angle is more than the allowable value and said engine speed is within an allowable range.